

THE CITY OF



PLEASANTON.®



# **Johnson Drive Economic Development Zone Draft Supplemental Environmental Impact Report Public Comment Hearing – PUD-105/P14-0852**

**Planning Commission**  
September 23, 2015

# Presentation Overview

- ☐ Purpose of this hearing
- ☐ How to comment on the Draft SEIR
- ☐ CEQA and City review processes
- ☐ Description of the proposed EDZ
- ☐ Environmental impacts
- ☐ Alternatives to the proposed EDZ

# Purpose of this Meeting

- The Johnson Drive Economic Development Zone (JDEDZ) is proposed by the City
- City is the CEQA Lead Agency, and prepared a Draft Supplemental Environmental Impact Report (DSEIR) for the JDEDZ
- Provide public input on the content of the DSEIR, and determine what additional information is needed to understand the environmental implications of the JDEDZ

# How to Comment on the Draft SEIR

- Verbal comments during this meeting: Please fill out a speaker card (available at back of room)
- Public comment period for the Draft SEIR ends on October 30, 2015
  - Email comments to: [eluchini@cityofpleasantonca.gov](mailto:eluchini@cityofpleasantonca.gov)
  - Mail comments to:  
Johnson Drive Economic Development Zone Project DSEIR  
c/o Eric Luchini, Associate Planner  
City of Pleasanton Community Development Department  
Planning Division  
200 Old Bernal Avenue, Pleasanton, 94566-0802

# Purpose of CEQA and the EIR

The purpose of the Environmental Impact Report (EIR), prepared per the requirements of the California Environmental Quality Act (CEQA), is to:

- **INFORM** decision-makers and the public of the project's potential environmental effects
- **ENGAGE** the public in the environmental review process
- **AVOID and/or REDUCE** potential impacts of the project with alternatives and/or mitigation measures

# **CEQA and Planning Review Process**

## **Background:**

- 2009: The City completed a General Plan update, including an update to the Economic and Fiscal Element, and EIR
- 2012: The City completed its Housing Element and Climate Action Plan and associated General Plan Amendment and Rezonings
- City's proposal for the Johnson Drive EDZ builds on the Economic and Fiscal Element
- Johnson Drive EDZ requires a Supplemental EIR (supplemental to the General Plan EIR, and the Housing Element and Climate Action Plan SEIR's)

# CEQA and Planning Review Process

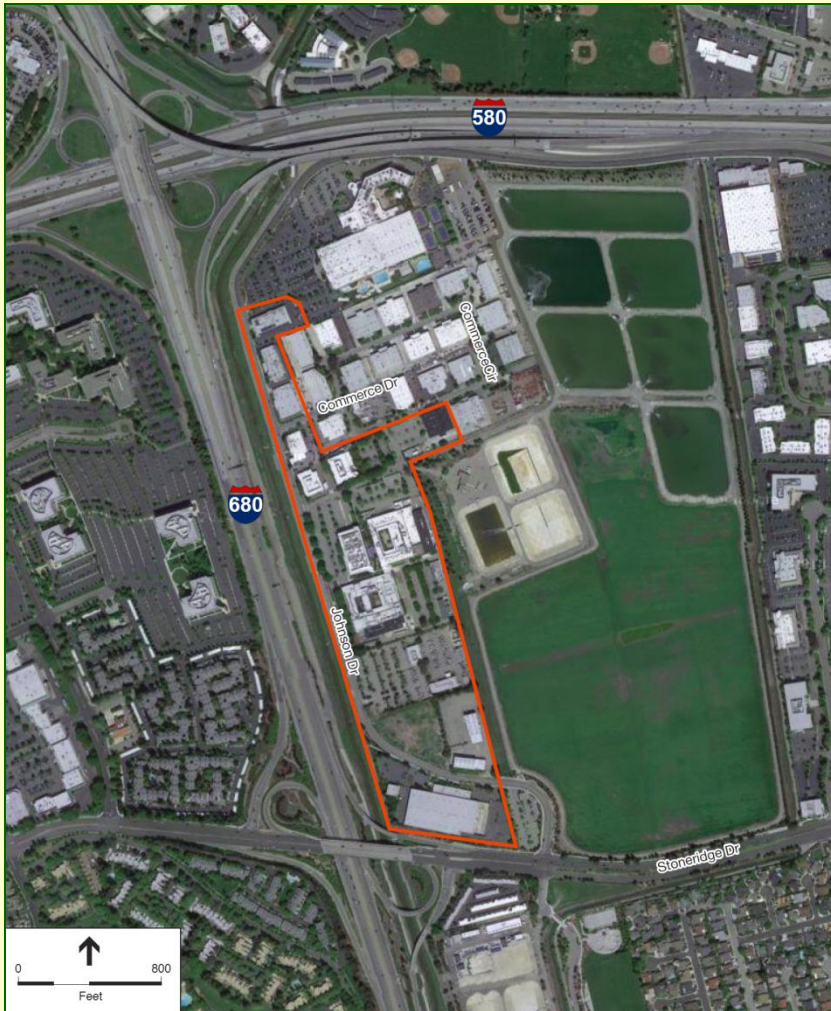


\* Includes 45-day public review period



# Description of the Proposed JDEDZ

12 parcels at Johnson Drive and Commerce Circle, next to I-580 and I-680



- The JDEDZ would facilitate future development and redevelopment
- Existing uses continue until development is proposed for specific parcels
- Mix of future uses: retail, hotel, recreational, office, industrial, etc.
- Development would occur over a first phase (Phase I) and subsequent later phases

# Description of the Proposed JDEDZ

## Summary of JDEDZ Development Characteristics

Land Use or Other Characteristic	Unit	Existing Development	Phase I Development (Parcels 6, 9, and 10)	Full Buildout <sup>1</sup>
Employees	Jobs	369	642	1,149
General Retail	Square Feet	38,903	62,403	246,440
Club Retail	Square Feet	-	148,000	148,000
Commercial Service	Square Feet	123,165	123,165	-
Office	Square Feet	15,070	15,070	-
Industrial	Square Feet	27,550 <sup>3</sup>	27,550	27,550
Hotel	Square Feet	-	88,000	88,000
Institutional/Religious	Square Feet	20,000	20,000	-
Total new gross building space	Square Feet	-	<b>259,500</b>	<b>285,302</b>
Total gross building space	Square Feet	<b>224,688</b>	<b>484,188</b>	<b>509,990</b>

<sup>1</sup> Inclusive of all phases of development, including Phase I.

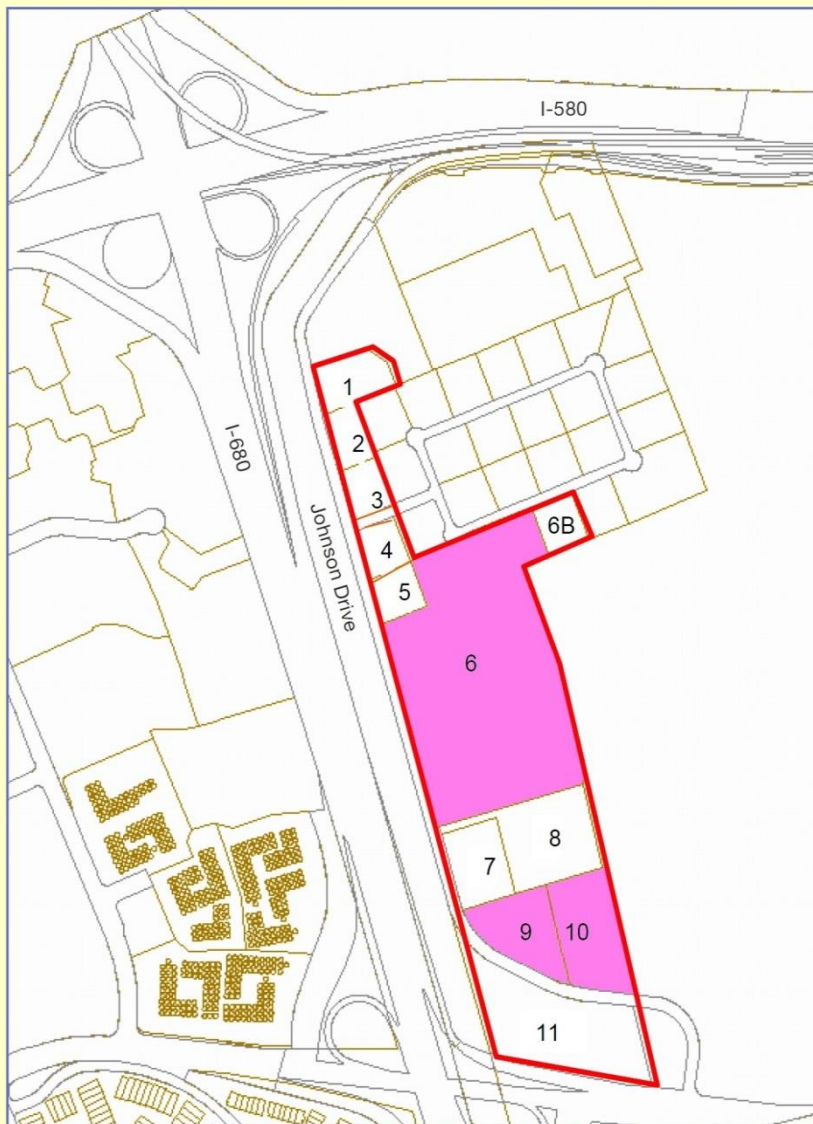
<sup>2</sup> Includes 100% of population and 50% of employment.

<sup>3</sup> Does not include square footage of structures demolished independently of the proposed EDZ.

Ac = Acres

SF = Square Feet

# Description of the Proposed JDEDZ



- Phase I: Parcels 6, 9, and 10
- Approximately 285,302 square feet of new uses
- Club retail, general retail, and hotel

# Environmental Impacts

The proposed EDZ would have a less than significant impact with or without mitigation in the following areas:

- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Noise
- Public Services and Utilities (Water Supply)
- Aesthetics
- Land Use
- Noise
- Public Services and Utilities

# Environmental Impacts

The proposed EDZ would have a significant impact in the following areas:

- Air Quality
- Traffic and Transportation

# Air Quality

- **Impact 4.B-2: Operational emissions** would result in a considerable net increase of **criteria pollutants and precursors (NOx and PM10)**
  - **Mitigation:** Transportation Demand Management measures where feasible
- **Impact 4.B-3: Uses** would **conflict with or obstruct implementation of the applicable air quality plan.**
  - **Mitigation:** Construction contract specifications to reduce diesel emissions
- **Impact 4.B-6: Operational emissions** would result in cumulative **criteria air pollutant (NOx and PM10)** air quality impacts
  - **Mitigation:** Transportation Demand Management measures where feasible

# Transportation and Traffic

- **Impact 4.D-1:** Effects on **intersection levels of service** resulting in **vehicle queue spillback (Existing plus Project)**.
  - **Mitigation:** Installation of traffic signals and road improvements including new lanes and turn lanes on Commerce Drive, Johnson Drive, Stoneridge Drive, and a second on-ramp lane to NB I-680
- **Impact 4.D-2:** Effects on **intersection levels of service (Near-term plus Project)** resulting in **vehicle queue spillback** and an impact at **Johnson Drive and the park and ride lot**.
  - **Mitigation:** Same as for Impact 4.D-1.
- **Impact 4.D-5:** Effects on **freeway ramp levels of service at merge/diverge areas within I-680 (Existing plus Project)**.
  - - **Mitigation:** Freeway improvement projects such as the second phase of I-680/I-580 interchange improvements
- **Impact 4.D-3:** Effects on **intersection levels of service** (Cumulative conditions), resulting in **vehicle queue spillback**, and an impact at the **intersection of Johnson Drive and the park and ride lot**.
  - **Mitigation:** Installation of traffic signals and road improvements including new lanes and turn lanes on Commerce Drive, Johnson Drive, Stoneridge Drive, and a second on-ramp lane to NB I-680
- **Impact 4.D-7:** Effects on **levels of service for freeway ramps at merge/diverge areas within I-680** (Cumulative conditions)
  - **Mitigation:** Freeway improvement projects such as the second phase of I-680/I-580 interchange improvements



# Alternatives

- Draft SEIR includes **four project alternatives that were not carried forward for detailed analysis:**
  - Alternative Location
  - Headquarters Office, Hotel, and New Retail
  - Existing Zoning (Office Uses)
  - No Development (uses frozen at baseline conditions)
- Draft SEIR also analyzes in detail **three project alternatives:**
  - No Project (as required by CEQA)
  - Reduced Retail
  - Partial Buildout



# Public Comment Reminders

- Fill out speaker card
- All verbal comments will be recorded
- Written comments may also be submitted to the City through October 30, 2015

**Purpose of tonight's meeting is to record comments on the completeness and adequacy of the DSEIR and not discuss the merits of the project. Detailed responses will be provided to comments in the Final SEIR**

# Staff Recommendation

- Receive comments from the public regarding the **completeness and adequacy** of the DSEIR; and
- Provide the Planning Commission's comments with regard to the **completeness and adequacy** of the DSEIR.

# **For More Information:**

**City Website for the DSEIR for the  
Johnson Drive EDZ:**

**[www.cityofpleasantonca.gov](http://www.cityofpleasantonca.gov)**

**Government/Departments/Community  
Development/Planning/What's New**

**Hard Copies and CD's Available Upon Request**

# QUESTIONS?

